

Ex. 5 Deliberative Process (DP)

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Chronology:

- Going back more than five years, the European Union has observed little to no improvement in ambient air quality (especially for NO₂) despite implementing progressively tighter vehicle and engine emission standards.
- Conventional wisdom among transportation policy experts was that unlike in the US, EU test procedures aren't broad enough to compel manufacturers to design vehicles and engines that provide robust emission controls over the full range of in-use operation.
- In early 2000s, EPA implemented new test procedures that cover a very broad range of vehicle operating conditions.
 - Temperatures range from 20F to 95F
 - Speeds range up to 82 mph
 - Includes high acceleration rates
 - Include Air Conditioning use under high temperatures and solar loads
- Vehicles designed to pass all of these tests will have good emission control under the broad range of in-use operation vehicles face.
- ICCT funded the WVU study to demonstrate that "European" diesels that had to comply with such a broad range of operating conditions in the US were clean in the real world as opposed to seemingly similar vehicles in Europe which were known to have high in-use emissions.

- WVU report published May 2014
- The BMW vehicle tested by WVU matched ICCT's hypothesis.
- Two VW vehicles did not. EPA and CARB immediately followed up.
- VW was seemingly very proactive in working with both agencies. VW assured the agencies it would work to get to the bottom of the issue and would fix it as quickly as possible.

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